

TECHNICAL MEMORANDUM

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Subject: Ellsworth Place Residential – Transportation Study Exemption Statement

Introduction

This memorandum serves as a transportation study exemption statement for the proposed Ellsworth Place Residential project located at 8661 Colesville Road in Silver Spring, Maryland. The site is currently occupied by 436,270 sf of retail known as Ellsworth Place. As part of Preliminary Plan Amendment 11987190C, the Planning Board approved a development program of 439,962 sf retail and a 299,307sf office tower in November 2022. The proposed project updates the development program to replace the approved and unbuilt office tower with 450 high-rise residential units. The approved retail has already been built out as the site is occupied by a 436,270 sf five-story mall. A comparison of the approved and proposed development programs is presented in Table 1.

Table 1: Comparison of Approved and Proposed Development Program

Land Use	Approved Quantities	Proposed Quantities
Retail	439,962 sf	439,962 sf
Office	299,307 sf	--
Residential	--	450 du

As presented below, the proposed project does not increase the site trip generation and is therefore exempt from transportation study requirements per the Montgomery County Local Area Transportation Review (LATR) Guidelines.

Site Trip Generation

Trip generation for the approved and unbuilt office tower and proposed residential units were calculated using the methodology outlined in the LATR Guidelines and the Institute of Transportation Engineers' (ITE) *Trip Generation*, 11th Edition. The Policy Area Adjustment Factor, the rate of vehicle to person trips, and mode splits were based on the LATR Guidelines Appendix Tables 1a and 1b. Trip generation rates for "General Office" (Land Use Code 710) was used for the approved and unbuilt office tower. "Multifamily Housing (High-Rise)" (Land Use Code 222) was used for the proposed residential trip generation. The ITE trip generation was then adjusted using the Policy Area-specific retail adjustment factors presented in Table 2.

Table 2: Trip Generation Adjustment Factors (Policy Area 32)

Land Use	Vehicle Trip Generation Rate Adjustment Factor	Auto Driver Split	Auto Passenger	Transit	Non-Motorized
Approved Office	65%	49.6%	9.0%	26.6%	14.8%
Proposed Residential	77%	50.1%	18.8%	13.6%	17.5%

Table 3 presents comparison summary of the LATR-adjusted trip generation for the approved and proposed development programs. As Table 3 shows, **the proposed project generates 409 fewer person trips and 202 fewer vehicle trips during the morning peak hour, and 343 fewer person trips and 169 fewer vehicle trips during the afternoon peak hour than the approved development program.** Detailed trip generation calculations are included in the Technical Attachments.

As the trip generation for the proposed residential project is below the trip generation for the approved and unbuilt office tower, the project is exempt from LATR requirements.

Table 3: LATR Trip Generation Comparison

Land Use	Size	Policy Area Adjusted Trip Generation	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Approved Trip Generation								
Approved Office Tower	299,307 sf	Person Trips	524 ppl/hr	73 ppl/hr	597 ppl/hr	95 ppl/hr	470 ppl/hr	565 ppl/hr
		Vehicle Trips	260 veh/hr	36 veh/hr	296 veh/hr	47 veh/hr	233 veh/hr	280 veh/hr
		Auto Passenger	47 ppl/hr	7 ppl/hr	54 ppl/hr	9 ppl/hr	42 ppl/hr	51 ppl/hr
		Transit Trips	139 ppl/hr	20 ppl/hr	159 ppl/hr	25 ppl/hr	125 ppl/hr	150 ppl/hr
		Bicycling Trips	78 ppl/hr	10 ppl/hr	88 ppl/hr	14 ppl/hr	70 ppl/hr	84 ppl/hr
		Walking Trips	217 ppl/hr	30 ppl/hr	247 ppl/hr	39 ppl/hr	195 ppl/hr	234 ppl/hr
Proposed Trip Generation								
Proposed Residential	450 du	Person Trips	50 ppl/hr	138 ppl/hr	188 ppl/hr	138 ppl/hr	84 ppl/hr	222 ppl/hr
		Vehicle Trips	25 veh/hr	69 veh/hr	94 veh/hr	69 veh/hr	42 veh/hr	111 veh/hr
		Auto Passenger	9 ppl/hr	26 ppl/hr	35 ppl/hr	26 ppl/hr	16 ppl/hr	42 ppl/hr
		Transit Trips	7 ppl/hr	19 ppl/hr	26 ppl/hr	19 ppl/hr	11 ppl/hr	30 ppl/hr
		Bicycling Trips	9 ppl/hr	24 ppl/hr	33 ppl/hr	24 ppl/hr	15 ppl/hr	39 ppl/hr
		Walking Trips	16 ppl/hr	43 ppl/hr	59 ppl/hr	43 ppl/hr	26 ppl/hr	69 ppl/hr
Net Trip Generation								
Net Trip Generation		Person Trips	-474 ppl/hr	65 ppl/hr	-409 ppl/hr	43 ppl/hr	-386 ppl/hr	-343 ppl/hr
		Vehicle Trips	-235 veh/hr	33 veh/hr	-202 veh/hr	22 veh/hr	-191 veh/hr	-169 veh/hr
		Auto Passenger	-38 ppl/hr	19 ppl/hr	-19 ppl/hr	17 ppl/hr	-26 ppl/hr	-9 ppl/hr
		Transit Trips	-132 ppl/hr	-1 ppl/hr	-133 ppl/hr	-6 ppl/hr	-114 ppl/hr	-120 ppl/hr
		Bicycling Trips	-69 ppl/hr	14 ppl/hr	-55 ppl/hr	10 ppl/hr	-55 ppl/hr	-45 ppl/hr
		Walking Trips	-201 ppl/hr	13 ppl/hr	-188 ppl/hr	4 ppl/hr	-169 ppl/hr	-165 ppl/hr

Trip Generation - Approved Office

299,307 sf

Policy Area: 32. Silver Spring CBD

Step 1: Base trip generation using ITEs' *Trip Generation* 11th Edition

Land Use	Land Use Code	Quantity	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
General Office Building (rate)	710	299,307 sf	400 veh/hr	55 veh/hr	455 veh/hr	73 veh/hr	358 veh/hr	431 veh/hr
Calculation Details:			88%	12%	=1.52(X/1000)	17%	83%	=1.44(X/1000)

Step 2: Convert to policy area vehicle trips

Land Use	ITE Vehicle-Trip generation Rate Adjustment Factor (Appendix Table 1a)	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Office	65%	260 veh/hr	36 veh/hr	296 veh/hr	47 veh/hr	233 veh/hr	280 veh/hr

Step 3: Convert to total person trips, before applying mode splits

Land Use	People/Car (Appendix Table 1b)	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Office	49.6%	524 ppl/hr	73 ppl/hr	597 ppl/hr	95 ppl/hr	470 ppl/hr	565 ppl/hr

Step 4: Split between modes, per assumed Mode Splits by Policy Area

Land Use	Mode	Split	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Office	Auto Driver	49.6%	260 ppl/hr	36 ppl/hr	296 ppl/hr	47 ppl/hr	233 ppl/hr	280 ppl/hr
Office	Auto Passenger	9.0%	47 ppl/hr	7 ppl/hr	54 ppl/hr	9 ppl/hr	42 ppl/hr	51 ppl/hr
Office	Transit	26.6%	139 ppl/hr	20 ppl/hr	159 ppl/hr	25 ppl/hr	125 ppl/hr	150 ppl/hr
Office	Non-Motorized	14.8%	78 ppl/hr	10 ppl/hr	88 ppl/hr	14 ppl/hr	70 ppl/hr	84 ppl/hr
Total		100.0%						

Trip Gen Summary for General Office Building (rate)

Mode	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Auto Driver	260 veh/hr	36 veh/hr	296 veh/hr	47 veh/hr	233 veh/hr	280 veh/hr
Auto Passenger	47 ppl/hr	7 ppl/hr	54 ppl/hr	9 ppl/hr	42 ppl/hr	51 ppl/hr
Transit	139 ppl/hr	20 ppl/hr	159 ppl/hr	25 ppl/hr	125 ppl/hr	150 ppl/hr
Bicycle (Non-motorized)	78 ppl/hr	10 ppl/hr	88 ppl/hr	14 ppl/hr	70 ppl/hr	84 ppl/hr
Walk (Transit and other walk trips)	217 ppl/hr	30 ppl/hr	247 ppl/hr	39 ppl/hr	195 ppl/hr	234 ppl/hr

Trip Generation - Proposed Residential

450 du

Policy Area: 32. Silver Spring CBD

Step 1: Base trip generation using ITEs' *Trip Generation* 11th Edition

Land Use	Land Use Code	Quantity	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Multifamily Housing (High-Rise)	222	450 du	32 veh/hr	90 veh/hr	122 veh/hr	89 veh/hr	55 veh/hr	144 veh/hr
Calculation Details:			26%	74%	=0.27X	62%	38%	=0.32X

Step 2: Convert to policy area vehicle trips

Land Use	ITE Vehicle-Trip generation Rate Adjustment Factor (Appendix Table 1a)	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Residential	77%	25 veh/hr	69 veh/hr	94 veh/hr	69 veh/hr	42 veh/hr	111 veh/hr

Step 3: Convert to total person trips, before applying mode splits

Land Use	People/Car (Appendix Table 1b)	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Residential	50.1%	50 ppl/hr	138 ppl/hr	188 ppl/hr	138 ppl/hr	84 ppl/hr	222 ppl/hr

Step 4: Split between modes, per assumed Mode Splits by Policy Area

Land Use	Mode	Split	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Residential	Auto Driver	50.1%	25 ppl/hr	69 ppl/hr	94 ppl/hr	69 ppl/hr	42 ppl/hr	111 ppl/hr
Residential	Auto Passenger	18.8%	9 ppl/hr	26 ppl/hr	35 ppl/hr	26 ppl/hr	16 ppl/hr	42 ppl/hr
Residential	Transit	13.6%	7 ppl/hr	19 ppl/hr	26 ppl/hr	19 ppl/hr	11 ppl/hr	30 ppl/hr
Residential	Non-Motorized	17.5%	9 ppl/hr	24 ppl/hr	33 ppl/hr	24 ppl/hr	15 ppl/hr	39 ppl/hr
Total		100.0%						

Trip Gen Summary for Multifamily Housing (High-Rise)

Mode	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Auto Driver	25 veh/hr	69 veh/hr	94 veh/hr	69 veh/hr	42 veh/hr	111 veh/hr
Auto Passenger	9 ppl/hr	26 ppl/hr	35 ppl/hr	26 ppl/hr	16 ppl/hr	42 ppl/hr
Transit	7 ppl/hr	19 ppl/hr	26 ppl/hr	19 ppl/hr	11 ppl/hr	30 ppl/hr
Bicycle (Non-motorized)	9 ppl/hr	24 ppl/hr	33 ppl/hr	24 ppl/hr	15 ppl/hr	39 ppl/hr
Walk (Transit and other walk trips)	16 ppl/hr	43 ppl/hr	59 ppl/hr	43 ppl/hr	26 ppl/hr	69 ppl/hr